

TWO AUTOS KILL AND FLEE

FIRST MOVING THE DEAD FAR
OFF THE ROADWAY.

Box Corner Figures This Out From
the Cases of Martha Johnson and
Howard Mangold Found Smashed Up,
One on a Rescue Pile One on Rocks.

Last week Mrs. Martha Johnson left the home of George A. Hulitz, 1312 Bryant avenue, The Bronx, where she was employed as a domestic, and told her employer that she would visit friends in Hartsdale, N. Y., and be back the end of the week. On Friday she returned to this city and paid a visit to Mrs. Edgar Newman at 244 West 133d street, after dark she started for The Bronx.

At 2 o'clock Saturday morning Patrick McGowan of 1520 Horne avenue had finished his run as a motorist on a Union Railway street car and was going home. His way led through a vacant lot at Southern Boulevard and 175th street, and as he passed a pile of refuse there fifty feet from the roadway he noticed something toppled on it. He looked closer and found that it was the body of a woman, Mrs. Johnson.

Coroner Shoghtoff made an investigation yesterday. His physician, Dr. Thomas E. Curtin, found that both of Mrs. Johnson's wrists had been broken and two ribs stayed in. Near the place where her body was lying he found a case with a broken dent in it and the contents of the case were scattered. Such damage would have been done if an automobile had run over it.

Then a boy came to the police and said that on Friday night about 9 o'clock he had seen a touring car standing near Southern Boulevard and 175th street. The automobile was empty and the lamps lighted. The boy watched it and in a few minutes saw some people get in and start the machine away at high speed. Who the boy was the police did not say.

The coroner believes that Mrs. Johnson was run down by the automobile and that the occupants of the machine carried her out of the roadway to the pile of refuse where her body was found and then ran away in their machine. The ambulance surgeon, Dr. Donahue of Fordham, when he saw the body early on Saturday morning said that Mrs. Johnson had been dead for three or four hours.

Southern Boulevard is a favorite spot for automobiles. There are few fire police and motorists have it their own way. The boulevard would have been directly in Mrs. Johnson's path if she had taken the elevated from her friend's home and was on her way to her employer's place. The number 1512 Bryant avenue, where her employer lives, is not far from the place where Mrs. Johnson's body was found. The police said last night that they had a clue to the party in the automobile.

Three weeks ago an automobile ran over and killed Howard Mangold, a six-year-old boy, in The Bronx. Those in the machine picked up his body and put it on a pile of rocks at 157th street and Third avenue, where it was found. The police said before the body was found. The police got no trace of the machine that killed that boy, but learned that he had been killed some distance from where he was found.

Mrs. Johnson was 39 years old.

FORCED PRIVATE PENSIONS.

One Manufacturer Suggests Employing Only Bachelor.

After Henry B. Seager, professor of political economy at Columbia University had delivered an address on "Industrial Accidents and the Need of a Compensation Amendment to the New York Constitution" at the people's service in the Chamber of the Assembly, at Fifth avenue and Tenth street, last night, he submitted himself to questions at the Forum, over which the Rev. Dr. Percy S. Grant, rector of the church, presided.

"What is to hinder manufacturers from employing only unmarried men?" asked Mr. Gilchrist, a manufacturer from Elizabethport, asked Prof. Seager. "Under the present employers' liability act the manufacturer must support for two years the widows of workmen killed in his employ. Looking at it from a cold blooded business point of view, why couldn't he pay to the married man, 'Get out?'"

"Well, for one thing, it would make him unpopular," the professor replied, "and again, he couldn't find unmarried men enough to operate his plant. If he were doing business on a considerable scale."

"Just the same we small manufacturers could get by with that arrangement," Mr. Gilchrist told George Gordon Battle, said, "and I've seen it worked time and again in New Jersey."

"Why couldn't we even force any married men we might employ to sign an agreement that they wouldn't see us in case of an accident?" he asked Mr. Battle.

"That would be against public policy," the lawyer told him.

Mr. Battle was appointed by Dr. Grant last night chairman of a commission which the Forum proposes to send forth to assist the effort to influence legislation toward the passing of a compensation amendment.

"The motion to create such a commission came after Prof. Seager had urged the need of an amendment so that the State Legislature may be free to put the burden of compensation for injuries upon employers."

"We shall eventually have to change our national Constitution," he prophesied. "But I for one don't believe it will be necessary to have another civil war to bring about the change."

WOMAN ATTEMPTS SUICIDE.

Maud Knott Tries to Die Like Husband and Father.

An ambulance call went to Police Headquarters from 128 West Thirteenth street last night from an apartment on the fourth floor, where Maud Knott, who appears in a recent directory as an artist, lived alone. Dr. Reed, from St. Vincent's Hospital, found her suffering from an overdose of strychnine, and he wrote down the case as attempted suicide.

In the apartment when the surgeon went there was Dr. J. W. Gray of 27 East Eleventh street, who said that he had been called by telephone from his office. He said that the patient was simply ill and he denied that there was any attempt at suicide.

But Policeman Mullin went with the ambulance to the hospital and entered the sick woman on the hospital books as a prisoner. The policeman heard at the hospital that her husband had killed himself two years ago and he also heard that her father had committed suicide three years ago.

Two men called at the Charles street station a little while later and asked what sort of treatment the patient would receive at the hospital. The lieutenant asked them their names, which they refused to give.

"We don't even know what this woman's occupation is," said the lieutenant.

"Well, put her down as a clerk," said one of the men.

None of the other tenants of the apartment house knew anything about her. She will probably recover.

AUDITING

The regular audit is a gratification to the good bookkeeper and a warning to the bad one. Good for the proprietor in either case. It is more than a "checking up" of figures. It exercises watchful care over methods and enables the trained expert to advise the principal.

CYRUS WILLIAMS, C. P. A.
Business Analyst
Telephone
Office 3553

DOLL MAY COST HER LIFE.

Child Falls Into Grate While Guarding Treasure From Fire.

Bertha Wallendorf is dying in Fordham Hospital because she thought her doll was getting too hot at the grate fire. Bertha, a three-year-old yesterday and her father, William Wallendorf, a janitor at 1408 Brook avenue, had given her the doll for a present.

His other children went yesterday afternoon to a moving picture show, leaving Bertha and her little sister, who is 4 months old and was asleep, with their mother. Bertha was before the fire and the doll near her. There was a ring at the doorbell and Bertha's mother thought it was the children returning and went to answer it. Just then a spark snapped off the grate and came near to the new doll. Bertha reached out to protect her present and got too near the coals.

When Mrs. Wallendorf came back from the door Bertha's clothing was afire. She grabbed a blanket and rolled the child over and until the fire was put out, but Dr. Schorr, who came to take the child to Fordham Hospital, said that Bertha was badly burned and had little chance to recover.

MANY AT GILROY COTTAGE.

Coffin Lies in a Mass of Flowers—Funeral at the Cathedral Today.

About the coffin of Thomas F. Gilroy in the Gilroy cottage at Far Rockaway yesterday a great blanket of violets and masses of lilies, which were from the daughters and sons, were flanked in tiers from floor to ceiling with orchids, roses, palms, and foliage. The thousands of messages of condolence continued undiminished. Among those received yesterday were messages from John Fox, W. Bourke Cochrane and John D. O'Donnell. The callers, who kept a string of motor cars along the Ocean avenue front all day, included Justice Leonard A. Greig, Justice Joseph H. Folger, Edward A. Maher, Mr. and Mrs. John H. Jordan, John Hasselhor, Mr. and Mrs. James A. Deering, Mr. and Mrs. Willis Holly, Mr. and Mrs. Peter Hickey, John R. McBride, Dr. John Twyer, William H. McDonough and Eddie Hetherington, who was messenger and flag bearer in the funeral procession.

The funeral services will be held in the Lady Chapel of St. Patrick's Cathedral at 4:45 o'clock this morning.

The discussion of the circumstances of the ex-Mayor's sudden death from apoplexy brought out that such a seizure might have occurred at any time in the last seven years. This was the judgment of distinguished doctors. Without telling him the whole truth, they had put him under professional injunction, which explains the quiet in which he lived. Those who knew his energetic desire to be active in some direction, had often wondered at his mode of life. His wish to travel and especially to go abroad and revisit Poland, among the things that the doctors vetoed.

OBITUARY NOTES.

Reverend George E. Wilde, F. S. N., died at his home in North Easton, Mass., yesterday afternoon, aged 66. He had had slight attacks of heart trouble for some time, but his death was unexpected and without warning. George Francis Wilde was born in Braintree, Mass., May 1, 1845. He was educated at the New England Seminary, at Andover, Mass., and at the University of the Sacred Heart, in the city of Rome, Italy, where he was for two years. He was ordained to the priesthood in 1870 and became a member of the Holy See in 1871. He became a member of the Holy See in 1871. He became a member of the Holy See in 1871.

He was a member of the Holy See in 1871. He became a member of the Holy See in 1871. He became a member of the Holy See in 1871.

He was a member of the Holy See in 1871. He became a member of the Holy See in 1871. He became a member of the Holy See in 1871.

He was a member of the Holy See in 1871. He became a member of the Holy See in 1871. He became a member of the Holy See in 1871.

He was a member of the Holy See in 1871. He became a member of the Holy See in 1871. He became a member of the Holy See in 1871.

He was a member of the Holy See in 1871. He became a member of the Holy See in 1871. He became a member of the Holy See in 1871.

He was a member of the Holy See in 1871. He became a member of the Holy See in 1871. He became a member of the Holy See in 1871.

He was a member of the Holy See in 1871. He became a member of the Holy See in 1871. He became a member of the Holy See in 1871.

He was a member of the Holy See in 1871. He became a member of the Holy See in 1871. He became a member of the Holy See in 1871.

He was a member of the Holy See in 1871. He became a member of the Holy See in 1871. He became a member of the Holy See in 1871.

He was a member of the Holy See in 1871. He became a member of the Holy See in 1871. He became a member of the Holy See in 1871.

He was a member of the Holy See in 1871. He became a member of the Holy See in 1871. He became a member of the Holy See in 1871.

He was a member of the Holy See in 1871. He became a member of the Holy See in 1871. He became a member of the Holy See in 1871.

He was a member of the Holy See in 1871. He became a member of the Holy See in 1871. He became a member of the Holy See in 1871.

He was a member of the Holy See in 1871. He became a member of the Holy See in 1871. He became a member of the Holy See in 1871.

He was a member of the Holy See in 1871. He became a member of the Holy See in 1871. He became a member of the Holy See in 1871.

EXPLOSION KILLS 5 ON BOAT

BOILERS OF STEAMER ON OHIO
RIVER LET GO.

Master Among the Dead Pilot and
Another Member of Crew Expected
to Die—Wreck Sinks and Survivors
Are Taken Off With Great Difficulty.

PITTSBURG, Dec. 3.—Five men, including the master of the vessel, were killed, two were terribly injured and eight were rescued in a thrilling manner early today when the steamer Diamond was blown to pieces by a boiler explosion in the Ohio River near Davis Island dam, five miles below this city.

Only one body has been recovered, that of a victim who was hurled into a barge that was being towed up stream. The others are lost in the twisted iron and timbers of the vessel, which sank almost immediately in midstream. The fact that many members of the crew were asleep above decks prevented all hands from being lost.

The dead are Capt. Edward Swaney, master of the vessel, of this city; James Friel, deck hand, of Hazelwood; body recovered from the barge into which it was blown; Thomas Cunningham, fireman, of this city; Thomas Mershon, engineer, home in Hazelwood; Joseph Hagen, fireman, of this city.

The injured are Charles Hays, pilot, badly burned and crushed, taken to Bellevue Hospital, and Ben Williams, mate, scalded and burned, taken to Bellevue Hospital.

Capt. Swaney was 31 years old and leaves a widow and eight children. Hays and Williams were married, and both are expected to die. The crew on the towboat Alice of the Pittsburgh Coal Company rescued the other eight members of the crew.

The Diamond, which was owned by the Diamond Coal Company, took a tow of coal boats to East Liverpool on Saturday. She was returning up stream about 7:25 o'clock this morning when the explosion occurred.

Under slow headway the vessel was preparing to enter the locks at the dam when there came a terrific explosion. The timbers of the boat snapped and went sailing into the river. Almost immediately the Diamond began to sink.

The Alice hurried to midstream and the crew started in boats for the Diamond. High above the decks almost naked were eight of the survivors signaling for help. Snow was falling heavily and almost blinded the men in the boats.

The eight were taken off with much difficulty. The body of Friel was found in a barge at the stern of the boat. Hays and Williams were taken to the Alice and later to Bellevue Hospital.

Survivors are able to tell little about the disaster. There had been no trouble with the boilers and there was no warning before the vessel was torn to pieces by the explosion.

The boilers of the vessel were inspected on June 23, 1911, and a certificate of inspection one year from date was granted by Government inspectors. The boilers of the vessel were inspected on June 23, 1911, and a certificate of inspection one year from date was granted by Government inspectors.

It may be several days before the bodies of Hagen, Mershon and Cunningham are recovered. They were in parts of the vessel that are hopelessly wrecked. Ice in the rivers is proving a handicap to the divers.

Capt. Swaney was one of the best known rivermen on Western river. He was in the pilot house with Hays when the explosion came, but Hays cannot remember what became of him. Hays was found unconscious at the wheel.

SUFFRAGISTS ENCOURAGED.

Told They Will Purify Politics, but Not
That They Will Percy S. Grant.

Nearly half the orchestra chairs in the Broadway Theatre were occupied last night by members of the Woman Suffrage party, who waited nearly three hours for the Rev. Percy S. Grant, who had promised to come and tell them what a force for good they would be in politics. They didn't really despair until most of 11 o'clock and then it was snowing pretty hard. Every one in the audience, Mary Garrett Hay, chief organizer, left her seat on the platform in front of the huge yellow flag draped under the fringe of alluring little laundresses belonging to a scene in "The Never Homes," and tipped out to the lobby to see if the star speaker wasn't on the point of arriving. But he never was.

Others talked, however. Mrs. Jean Nelson Penfield, who presided, introduced in turn the Rev. Dr. Eob, Miss Maude Boyden of England, the Rev. Marie Jennie House of the far West, and every one of them said in several different ways that if the church wanted to purify politics it couldn't do better than give the women a chance at the job.

Mrs. Penfield herself expressed decided views on the subject.

"Religion can't be played any longer," she said. "It must be lived. It is foolish to arouse righteous enthusiasm and then prevent its adequate expression. It is the duty of the church to influence the State to utilize and actualize the vast religious force of women."

"It is foolish to get up divine steam and give it no outlet. It is idiotic to prate about democracy and disfranchise the greatest moral force of the world. We ask the pulpit to pour into American politics great cleansing of American womanhood."

The Rev. Madison Peters strolled in about a quarter of eight and the women had jotted down facts which he thought would be nice for them to use in speeches of their own.

There were 1,500 millionaires in New York city, he said, and 60,000 persons were dispossessed last year for not paying their rent, while 70,000 children went barefooted to school, and one-tenth of those who died were buried in the potter's field.

Things couldn't be any worse, Mr. Peters said, if women voted. As for the men of New York, he declared they didn't have a thing to say about the government of the municipality. That was all attended to by 10,000 saloon keepers dictated to by an Italian keeper.

"Could women make a worse mess of things than that?" he demanded.

"They talk about Paris being a wicked city," he continued, "but they had only fifteen murders in Paris last year and every one of the murderers was executed. In Chicago there were 262 murders and only one man was hanged, while fifteen were sent to prison. In New York there were 185 murders, forty-five convictions and about a quarter of these were put to death. You have given your conservation of religious forces just in time."

For those desiring a smaller motor we have the GARFORD "THIRTY" TOWN CAR or for a higher power car we suggest the SIX-FIFTY.

THE R. & L. COMPANY
J. S. Rainier
Garford Distributors
Broadway and 62d Street

Buy "Miller" Fixtures and Lamps
Electric, Gas or Combination.
Designs Are Beautiful, the Quality Fine.
For Wedding and Holiday Gifts.

"Miller" Electric, Gas and Oil Lamps are Elegant
"Miller" Smokeless Oil Heaters
give an income heat, perfectly safe.
Dealers should have "Miller" goods
for sale; if not you can buy from us.
Edward Miller & Co., 80 Warren St.,
New York, N. Y.
Established 1911.

For western New York, cloudy, to day; probably light snow; fair to morning; moderate northerly winds.
For western Pennsylvania, snow flurries to day, followed by fair, fair to morning; moderate northerly winds, becoming variable.

ESTABLISHED 1882.

THEODORE B. STARR, INC.

JEWELERS AND SILVERSMITHS

In lustre, quality and tint our collection of Pearls is one of rare and unusual beauty. We make a specialty of Pearl Necklaces and Pearl and Diamond Collars of exceptional quality. We carry a large stock of fine individual Pearls of various sizes especially suited for inserting as centres in necklaces.

Fifth Avenue and 47th Street
New York

KIDNAP CHILD FOR MOTHER

PLANCE AND FRIEND HAD
GRANDFATHER'S CONSENT.

Former, Said to Be Police Sergeant.
Takes Boy to Parent, a Hospital
Nurse, but Companion Is Arrested on
the Complaint of Lad's Grandmother.

Fred Meyer of 180 Seventeenth street, Brooklyn, was held in \$5,000 bail yesterday in the Fifth avenue, Brooklyn, police court on the charge of kidnapping with the grandfather's consent the grandson of the man he lives with, William Doering. Bail was furnished by the prisoner's father, August Meyer, a wholesale produce dealer, to produce him at a further examination today.

The complaint against Meyer is the grandmother of the child, Mrs. Marguerite Doering, who has separated from her husband and lives at 376 Sixth avenue, Brooklyn. The boy is Bernard, 7 years old.

Mrs. Doering says that she was walking with the boy when Meyer, accompanied by another man, approached her at Fifth avenue and Sixth street. Meyer looked at the boy and said, "This is the child," then the other man took the boy from her and walked off.

Mrs. Doering screamed and Policeman McCarthy of the Fifth street station came up. He asked the man what he was doing with the boy and the other said he was a policeman. McCarthy says he showed a shield, convincing McCarthy that it was all right, and so he let the man and boy go. Meanwhile Mrs. Doering held on to Meyer, and that led to explanations, so Meyer was locked up on complaint of the woman.

Meyer says that the man with him was Police Sergeant James Kelly of the Madison street station. There is no such man as Sgt. Kelly at the Madison street station.

Mrs. Doering said last night the child is the son of his daughter Maud, and the cause of him leaving home. Maud is a nurse in Gouverneur Hospital, he said, and Kelly and Meyer got the child for her. Mrs. Doering had refused to give him up.

The boy was born in Lancaster, Pa., seven years ago, and shortly afterward Maud left home to go to Charleston, S. C. She stayed there, working as a teacher in the lower grades of an industrial school, and four years ago came to New York. The Doerings moved to New York about this time and learned that Maud had studied stenography while working as a waitress and had secured a position in a big insurance company. Shortly after Mrs. Doering learned where her daughter was working, says Mr. Doering, Maud lost that job and several in succession after that.

Then Doering's daughter studied nursing on Blackwell's Island and was graduated two years ago at the head of her class. Subsequently she got on the staff of Gouverneur Hospital and now has a position of responsibility.

It was through her work that she met

THE FORTY LIMOUSINE at \$4,800 makes a most desirable TOWN CAR, besides being well adapted for touring and general road requirements. Made by one of the oldest manufacturers in the automobile business, it embodies all of the best points of automobile construction and is free from any of those faults against which experience has warned the careful manufacturer. The FOUR-CYLINDER "FORTY" has ample power and speed for touring and is the typical family car for general utility. A splendid riding car with full passenger space—its graceful lines, distinctive and original body design, present a refined appearance. The equipment is in every way complete. For those desiring a smaller motor we have the GARFORD "THIRTY" TOWN CAR or for a higher power car we suggest the SIX-FIFTY.

THE FORTY LIMOUSINE at \$4,800 makes a most desirable TOWN CAR, besides being well adapted for touring and general road requirements. Made by one of the oldest manufacturers in the automobile business, it embodies all of the best points of automobile construction and is free from any of those faults against which experience has warned the careful manufacturer. The FOUR-CYLINDER "FORTY" has ample power and speed for touring and is the typical family car for general utility. A splendid riding car with full passenger space—its graceful lines, distinctive and original body design, present a refined appearance. The equipment is in every way complete. For those desiring a smaller motor we have the GARFORD "THIRTY" TOWN CAR or for a higher power car we suggest the SIX-FIFTY.

THE FORTY LIMOUSINE at \$4,800 makes a most desirable TOWN CAR, besides being well adapted for touring and general road requirements. Made by one of the oldest manufacturers in the automobile business, it embodies all of the best points of automobile construction and is free from any of those faults against which experience has warned the careful manufacturer. The FOUR-CYLINDER "FORTY" has ample power and speed for touring and is the typical family car for general utility. A splendid riding car with full passenger space—its graceful lines, distinctive and original body design, present a refined appearance. The equipment is in every way complete. For those desiring a smaller motor we have the GARFORD "THIRTY" TOWN CAR or for a higher power car we suggest the SIX-FIFTY.

THE FORTY LIMOUSINE at \$4,800 makes a most desirable TOWN CAR, besides being well adapted for touring and general road requirements. Made by one of the oldest manufacturers in the automobile business, it embodies all of the best points of automobile construction and is free from any of those faults against which experience has warned the careful manufacturer. The FOUR-CYLINDER "FORTY" has ample power and speed for touring and is the typical family car for general utility. A splendid riding car with full passenger space—its graceful lines, distinctive and original body design, present a refined appearance. The equipment is in every way complete. For those desiring a smaller motor we have the GARFORD "THIRTY" TOWN CAR or for a higher power car we suggest the SIX-FIFTY.

THE FORTY LIMOUSINE at \$4,800 makes a most desirable TOWN CAR, besides being well adapted for touring and general road requirements. Made by one of the oldest manufacturers in the automobile business, it embodies all of the best points of automobile construction and is free from any of those faults against which experience has warned the careful manufacturer. The FOUR-CYLINDER "FORTY" has ample power and speed for touring and is the typical family car for general utility. A splendid riding car with full passenger space—its graceful lines, distinctive and original body design, present a refined appearance. The equipment is in every way complete. For those desiring a smaller motor we have the GARFORD "THIRTY" TOWN CAR or for a higher power car we suggest the SIX-FIFTY.

THE FORTY LIMOUSINE at \$4,800 makes a most desirable TOWN CAR, besides being well adapted for touring and general road requirements. Made by one of the oldest manufacturers in the automobile business, it embodies all of the best points of automobile construction and is free from any of those faults against which experience has warned the careful manufacturer. The FOUR-CYLINDER "FORTY" has ample power and speed for touring and is the typical family car for general utility. A splendid riding car with full passenger space—its graceful lines, distinctive and original body design, present a refined appearance. The equipment is in every way complete. For those desiring a smaller motor we have the GARFORD "THIRTY" TOWN CAR or for a higher power car we suggest the SIX-FIFTY.

THE FORTY LIMOUSINE at \$4,800 makes a most desirable TOWN CAR, besides being well adapted for touring and general road requirements. Made by one of the oldest manufacturers in the automobile business, it embodies all of the best points of automobile construction and is free from any of those faults against which experience has warned the careful manufacturer. The FOUR-CYLINDER "FORTY" has ample power and speed for touring and is the typical family car for general utility. A splendid riding car with full passenger space—its graceful lines, distinctive and original body design, present a refined appearance. The equipment is in every way complete. For those desiring a smaller motor we have the GARFORD "THIRTY" TOWN CAR or for a higher power car we suggest the SIX-FIFTY.

THE FORTY LIMOUSINE at \$4,800 makes a most desirable TOWN CAR, besides being well adapted for touring and general road requirements. Made by one of the oldest manufacturers in the automobile business, it embodies all of the best points of automobile construction and is free from any of those faults against which experience has warned the careful manufacturer. The FOUR-CYLINDER "FORTY" has ample power and speed for touring and is the typical family car for general utility. A splendid riding car with full passenger space—its graceful lines, distinctive and original body design, present a refined appearance. The equipment is in every way complete. For those desiring a smaller motor we have the GARFORD "THIRTY" TOWN CAR or for a higher power car we suggest the SIX-FIFTY.

Men's Overcoat Fabrics
at Saks'

We have repeatedly dwelt upon the immense variety of overcoat models to be found in our Winter assortments, but we propose today to say a word or two about the fabrics and to emphasize the elegance which marks the designs, weaves and colorings of our unmatched selections. We do not like to grow dry with descriptions, but we are listing our overcoat fabrics in the belief that there are many men who, though thoroughly familiar with the superiority of our tailoring, will welcome a suggestion or two on the subject of fabrics.

Comprehended in the Saks collection of overcoats at this season are kerseys, Meltons, friezes, Shetlands, chinchillas, in long nap or short sheared, warmth-without-weight woollens, Elysians, fancy coatings, in diagonals, herringbones and numerous other weaves, bgaers, Montagnacs, Irish homespun, Scotch tweeds, and fancy back coatings, all in a prodigious assortment of colorings, combination colorings, patterns and weaves. In short, the collection of fabrics may be regarded as the most representative ever assembled in a ready-for-service shop, showing a universality of selection from which no man can emerge without finding a choice.

15.00 to 70.00

Sale of Fur Auto Robes
and Men's Fur Auto Coats
at remarkable prices today

We made a flying trip West last week for the purpose of making some big fur purchases, and while there made a side purchase that struck us as one of the most profitable propositions of a lifetime. We bought 150 fur auto robes and 65 fur auto coats for less money than they cost to produce. Today these fur robes and fur auto coats are in our Auto Apparel Department marked practically as low for you as they were for us. As a Winter auto necessity, as a Xmas opportunity, as a remarkable economy, these auto robes and auto coats should be of vital interest to you this morning. Sixth floor.

100 Men's Fur Auto Robes

values 15.00 to 25.00...special at 6.50

These include natural gray goat, black dogskin, brown and black horsehide, and bearskin, in auto sizes, and lined with plush or cloth.

50 Men's Fur Auto Robes

values 50.00 to 75.00...special at 22.50

Include natural blue coney, koala, ringtail, opossum and bush cat. Lined with kersey cloth.

35 Men's Fur Auto Coats

values 75.00 to 85.00...special at 39.50

Black astrachan fur coats, for limousine and touring car wear. Lined with Venetian silk.

30 Men's Fur Auto Coats

values up to 60.00...special at 43.50

Made of raccoon fur, body lined with cloth and Venetian yoke and sleeves. Beautiful garments that will give a lifetime of service.

Sale of Men's Flannel Pajamas
regular value 2.50
today at 1.65

600 suits of soft, downy pajamas for men, made of fine quality flannel, in light or dark grounds, and in neat, effective stripes. Fashioned with standing military collar and embellished with pearl buttons and silk frogs.

Pajamas may with propriety be given by the women of the family to the men of the family, and such a gift has an advantage over the average Yuletide present, in that it serves both the ends of Christmas and utility.

We have, however, no desire to meddle in your Yuletide problems, but wish only to emphasize that the desirability of these pajamas for warmth, comfort and sleep-inducing propensities is only exceeded by the economy with which the price is seasoned. They are very lively values.